

JOINT AIRDROP INSPECTION RECORD (PLATFORMS)										
(See reverse for instructions)										
1. UNIT BEING AIRDROPPED			2. AIRLIFT UNIT (*)			3. DEPARTURE AIRFIELD (ONLOAD)				
4. TYPE AIRCRAFT		5. AIRCRAFT SERIAL NO. (*)		6. ITEM DESCRIPTION		7. RIGGED IAW FM/TO NO		8. LOAD POSITION (*)		
								OF		
LOAD DATA TAG INFORMATION			9. WEIGHT		10. LENGTH		11. WIDTH		12. HEIGHT	
CHECK ONLY ITEMS APPLICABLE TO YOUR SPECIFIC LOAD				LOADING INSPECTION		CHECK ONLY ITEMS APPLICABLE TO YOUR SPECIFIC LOAD			LOADING INSPECTION	
				BEFORE	AFTER				BEFORE	AFTER
13. EXTRACTION/DROGUE PARACHUTE AND RIGGING						19. CARGO PARACHUTE SYSTEM				
A. CORRECT SIZE, BAG CLOSING TIES CORRECT						A. CORRECT NUMBER OF PARACHUTES (D-BAGS CLUSTERED)				
B. SAFETY LOOP/PENDULUM LINE ATTACHED						B. PARACHUTE SECURED TO LOAD, CONNECTED TO RELEASE WITH THREE-FOOT SLING (SINGLE PARACHUTE)				
C. SAFETY LOOP OVER BENT V-RING						C. RELEASE STRAPS ATTACHED TO CLEVIS AT PARACHUTE				
D. V-RINGS LOCKED IN PARACHUTE HOLDER						D. RESTRAINT STRAP PROPERLY SECURING PARACHUTE(S) AND ROUTED THROUGH RELEASE KNIFE(S)				
E. PENDULUM LINE PROPERLY SECURED (IAW -9 PROCEDURES)						E. RELEASE KNIFE SHARP, PROPERLY SAFETIED				
14. EXTRACTION (ELB)/DROGUE LINE BAG (DLB)						F. RISER EXTENSIONS CORRECT LENGTH, ATTACHED TO PARACHUTE(S) AND RELEASE(S)				
A. EXTRACTION/DROGUE LINE CORRECT LENGTH, LOOP, & TYPE						20. M-1, M-2 OR M-3 PARACHUTE RELEASE ASSEMBLY				
B. DROGUE/EXTRACTION LINE INSERTED INTO CLIPS AND/OR TIED TO PROPER RECESS						A. RELEASE POSITIONED CORRECTLY AND SECURED TO LOAD				
C. ELB/DLB PROPERLY PACKED, BAG CLOSING TIES CORRECT						B. PARACHUTE CONNECTOR(S) SEATED IN RETAINER CLAMP				
D. EXTRACTION/DROGUE LINE PROPERLY PLACED AND SECURED						C. RELEASE TIMER KEYS EXTENDED, ARMING LANYARD WIRE SEATED, LANYARD SAFETIED AND SECURED TO PARACHUTE D-BAG HANDLE (TOGGLE LOCKSLIDE ALIGNED AND VISIBLE, M-3 ONLY)				
E. DROGUE LINE CONNECTED TO TOWPLATE JETTISON LINK						21. SUSPENSION SLINGS				
F. EXTRACTION LINE CONNECTED TO EXTRACTION SYSTEM						A. ATTACHED TO COUPLER/CLEVIS/LINKS				
15. TOWPLATE EXTRACTION LINK						B. CORRECT LENGTH, LOOP, AND NUMBER				
A. DROGUE JETTISON LINK SAFETIED TO DROGUE EXTRACTION LINE						C. ATTACHED TO LOAD OR PLATFORM				
B. EXTRACTION LINK INSTALLED IN TOWPLATE						D. PROPERLY PADDED, ROUTED AND SECURED				
C. ENSURE LINK LATCH CAM FOLLOWERS LOCK OVER EXTRACTION LINK						22. GENERAL ITEMS				
16. DROGUE EXTRACTION SYSTEM						A. LASHINGS UNIFORM TENSION AND BINDERS SAFETIED				
A. ELB BRIDLE ATTACHED TO EXTRACTION LINK						B. ACCOMPANYING LOAD SECURED				
B. CENTERLINE ATTACHED TO EXTRACTION LINK AND CONNECTOR LINK						C. HONEYCOMB FLUSH AGAINST LOAD, GOOD CONDITION, PROPERLY ARRANGED				
C. ELB BRIDLE SECURELY ATTACHED TO EBL (6 PLACED) AND PARACHUTE DEPLOYMENT BAG BRIDLE(S)						D. PLATFORM NOT DAMAGED OR BOWED, BOTTOM CHECKED FOR CONDITION (CHECKED BEFORE OR DURING LOADING)				
D. PARACHUTE(S) CLUSTERED AND TIED TO ELB						E. HAZARDOUS MATERIAL CERTIFIED IAW TM 38-250/AFJMAN 24-204				
E. PARACHUTE(S) BAG CLOSING TIES AND MINIATURE KNIFE(S) INSTALLED AND SAFETIED						F. EMERGENCY RESTRAINT PROVISIONS ON THE PLATFORM/LOAD				
F. KNIFE LANYARD(S) EQUAL EFFECTIVE LENGTH AND ATTACHED TO CONNECTOR LINK						23. OTHERS				
G. PARACHUTE(S) ADAPTER WEB(S) ATTACHED TO CONNECTOR LINK						(REF:				
H. MAIN EXTRACTION LINE CONNECTED TO CONNECTOR LINK, CONNECTOR LINK SAFETIED TO PARACHUTE(S)						24. ADS LOCKS	A. NUMBER		B. SETTING	
I. EXTRACTION LINE CORRECT LENGTH, LOOP, TYPE AND PROPERLY PACKED, BAG CLOSING TIES CORRECT						25. BEFORE LOADING INSPECTION CERTIFICATION	DATE/TIME COMPLETE /			
J. PARACHUTE(S) AND ELB POSITIONED AND SECURED						A. TRANSPORTED FORCE INSPECTOR				
K. CONNECTED TO EXTRACTION SYSTEM						UNIT (PRINT)	LAST NAME (PRINT)		INITIALS	
17. SEQUENTIAL LOAD EXTRACTION PARACHUTE(S) AND ELB						SIGNATURE				
A. CORRECT SIZE, BAG CLOSING TIES CORRECT						B. AIR FORCE INSPECTOR				
B. PROPERLY PLACED, ATTACHED TO LOAD						UNIT (PRINT)	LAST NAME (PRINT)		INITIALS	
C. PENDULUM LINE/SAFETY LOOP PROPERLY ROUTED AND SECURED						SIGNATURE				
D. EXTRACTION LINE ATTACHED TO PARACHUTE, SAFETIED TO LOAD						26. AFTER LOADING INSPECTION CERTIFICATION	DATE/TIME COMPLETE /			
E. ELB PROPERLY PACKED, POSITIONED/SECURED, AND CONNECTED TO EXTRACTION SYSTEM						A. TRANSPORTED FORCE INSPECTOR				
18. EXTRACTION FORCE TRANSFER COUPLING (EFTC)						UNIT (PRINT)	LAST NAME (PRINT)		INITIALS	
A. RELEASE CABLE ATTACHED TO ACTUATOR AND CABLE CLEVIS PIN INSTALLED						SIGNATURE				
B. ACTUATOR MOUNTED, PINS INSTALLED AND SEATED						B. AIR FORCE INSPECTOR				
C. ACTUATOR ARM SAFETY PIN REMOVED AND STOWED						UNIT (PRINT)	LAST NAME (PRINT)		INITIALS	
D. LATCH AND ADAPTER SECURED TO THE LOAD, COUPLING LINK FULLY SEATED						SIGNATURE				
E. LATCH LOCKED, INDICATOR MARKS ALIGNED, RELEASE CABLE ATTACHED, CLEVIN PIN INSTALLED						C. AIRCREW LOADMASTER				
F. MARKED END OF SLOT IN LOCK LINK LINES UP WITH WHITE DIMPLE MARK ON LATCH BODY (60K)						UNIT (PRINT)	LAST NAME (PRINT)		INITIALS	
G. PUSH DOWN ON LATCH PUSH ROD (NO RED VISIBLE ABOVE LATCH SIDE PLATE) (60K)						SIGNATURE				
H. CHECK ROLLER SHAFT DIMPLE CENTERED IN LATCH IN 1/4 INCH PEEPHOLE (60K)						UNIT (PRINT)	LAST NAME (PRINT)		INITIALS	
I. CHECK LATCH LOCK FOR NO MOVEMENT BEYOND ALIGNMENT OF MARKED END OF SLOT WITH WHITE DIMPLE ON LATCH BODY (60K)						SIGNATURE				
J. DEPLOYMENT LINE CORRECT LENGTH AND LOOP, ATTACHED TO COUPLING LINK AND PARACHUTE(S), PROPERLY ROUTED AND SAFETIED						C. AIRCREW LOADMASTER				
K. RELEASE CABLE CORRECT LENGTH, PROPERLY ROUTED AND SAFETIED						UNIT (PRINT)	LAST NAME (PRINT)		INITIALS	
L. ACTUATOR BRACKET PROPERLY MOUNTED						SIGNATURE				
M. ACTUATOR COCKED AND ARM SAFETY PIN INSTALLED										
N. ACTUATOR REMOVED FROM MOUNTING BRACKET AND PLACED INBOARD FOR LOADING										
(*) COMPLETE BLOCKS 2, 5 AND 8 DURING AFTER LOADING INSPECTION										

INSTRUCTIONS

Complete Joint Airdrop Inspection Record (*Platforms*) as required by AFJI 13-210/AF 59-4/OPNAVINST 4630-24b/MCO 13480.1A, and as detailed below:

Item 1. Enter the designation and geographic location of the military unit responsible for the equipment being tendered for airdrop.

*Item 2. Enter the unit of aircraft commander (*complete during after-loading inspection*).

Item 3. Enter the designation of the locality from which the unit being airlifted is departing. (*Example: Bravo LZ, Eglin AFB FL.*)

Item 4. Enter the model and series of aircraft that will airlift the equipment to be airdropped. (*Example: C-130E.*)

*Item 5. Enter the complete serial number (*tail number*) of the aircraft on which the equipment is loaded. (*Complete during after-loading inspections.*)

Item 6. Enter the nomenclature of the equipment tendered for airdrop. If additional space is required for mixed pieces of equipment, enter "see remarks" and describe the entire load in item 27. (*Example: HMMWV, ammunition, petroleum*)

Item 7. Enter the FM/TO number utilized in rigging the equipment tendered for airdrop.

*Item 8. Enter the sequential position of each platform in the aircraft. For a three-platform load, the first platform loaded is Load #3. The last platform loaded is Load #1. (*Complete during after-loading inspection.*)

Item 9. Enter the total rigged weight of the platform, air items, and accompanying load as they appear on the load data tag.

Item 10. Enter the length of the platform or load, whichever is greater.

Item 11. Enter the width of the platform or load, whichever is greater.

Item 12. Enter the height of the platform and load from the bottom of the platform to the highest point on the load.

Item 13 through 22. Enter an X for each applicable item. Enter "NA" for non-applicable items. NOTE: If an entire major area is not applicable, it may be crossed out (X).

Item 23. Use the attachment in appropriate rigging manual and attach to inspection form.

Item 24. Inspect all locks affecting the platform for this pass and enter lock number(s) set into the platform and the setting on each lock.

Item 25. Enter local time and date of inspections. All entries, including signatures, must be complete and legible. Both the Transported Force and Air Force inspectors certify completion of the inspection. When the load is delivered to the aircraft, the aircrew loadmaster will ensure all items 1 through 12 are entered and correct, and ensure all checks in the before loading column (*items 13 through 22*) are entered. Ensure items 25A and B are completed.

Item 26. Enter local time and date of inspections. All entries including signatures, must be complete and legible. Both inspectors must certify completion. NOTE: After all inspections are completed, the aircrew loadmaster ensures that all applicable columns have been checked and affixes his signature certifying completion of all inspection requirements.

Item 27. Enter any comments pertaining to the load, loading difficulties encountered, or reason for rejection of the load. Also include any other pertinent facts concerning the load or delays. When inflight rigging is required, those items to be completed inflight will be annotated.

17. REMARKS